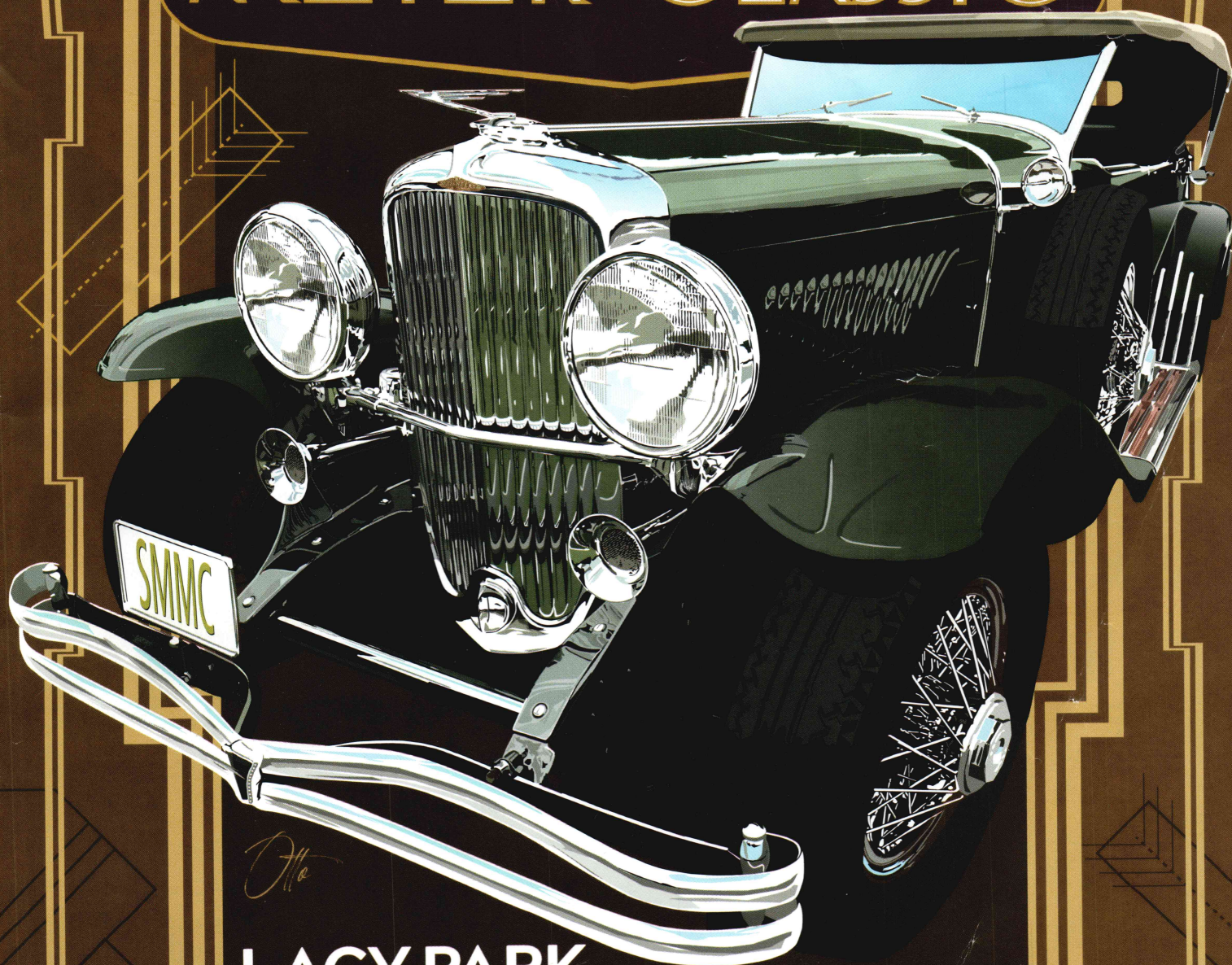


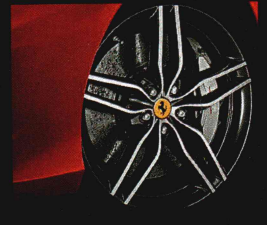
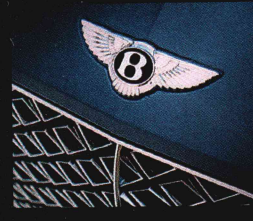
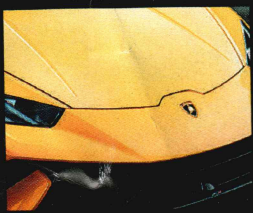
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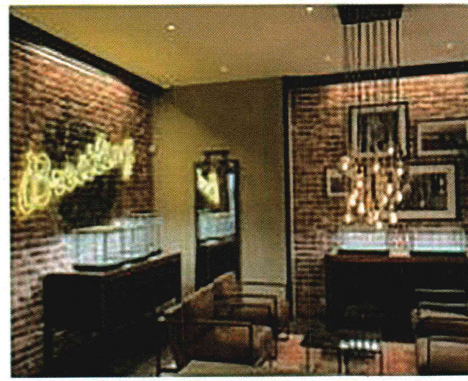
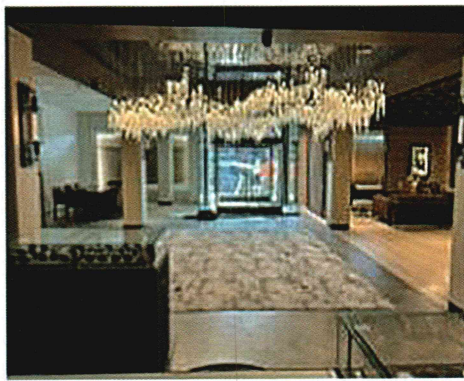
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August 25, 2024

Aaron Weiss
Chairman and Co-Founder

Welcome to the 13th Annual San Marino Motor Classic and 8th Annual Symphony of Cars Gala. I want to thank our organizing committee, volunteers, sponsors, donors, judges, vendors and exhibitors who continue to support this event.

Steve Russell
Chairman -
Ways & Means Committee

This year's edition of the San Marino Motor Classic for the fourth consecutive year includes the Automotive Fine Arts Society Art Exposition and Sale.

Arthur Sbicca
Chairman -
Car Selection Committee

I would be remiss if I did not mention that over the past 12 years, the San Marino Motor Classic has raised over \$3.6 million that has been distributed to our charitable beneficiaries, Pasadena Humane, Cancer Support Community of Greater San Gabriel Valley, Give Mentor Love Foundation, and the San Marino Rotary Charities, which acts as our conduit in distributing funds to over 20 charitable organizations throughout the San Gabriel Valley. One other fact that should not go unnoticed is that the entire San Marino Motor Classic is produced by volunteers. The organization has no paid employees.

Joseph Salvo
Chairman -
Special Projects

Dennis Kneier
Treasurer

I would like to also take this opportunity to thank the San Marino City Council, the City Management Team, Police and Fire Departments, and the staff at Lacy Park for their assistance in allowing the San Marino Motor Classic to be held in Lacy Park. Thanks, must also go to the residents of San Marino, especially those who live near Lacy Park, for their understanding and support of the event.

Rod Miller
Chairman -
Operations

Mention should be made that the San Marino Motor Classic, while being a car show, also brings people to our city that would most likely never be exposed to our park lined boulevards and stately homes. The Motor Classic also brings money into our community that would probably never find its way to San Marino. Your support of the San Marino Motor Classic is essential for the event continuing to be a contributing element in our community.

Robert Kenz
Co-Chairman -
Operations

Stephanie Johnson
Chairperson -
Publicity & Ticket Sales

I would like to give my thanks to David Kunz, KABC Automotive Reporter, and Ed Justice, Jr., who are our Master of Ceremonies for our event. The San Marino Motor Classic could not go on without SMMC Chief Judge John Milliken and Assistant Chief Judge Allan McCrary, I am grateful for the support of the Classic Car Club of America's, Gary Carr, Ron Verschoor, and Paul Whitney who together with Robert Escalante and Tom Shiel of Packards International are responsible for bringing many of the pre-war classics to Lacy Park.

John Milliken
Chief Judge

Allan McCrary
Assistant Chief Judge

Alan Weiss
Alden Weiss
Tabulators

When you look around and take in the entire ambience of the San Marino Motor Classic, thanks must be given to Rod Miller, Operations Chairman, and the recipient of the 2019 Ben Reiling Memorial Volunteer Award for outstanding service. This award will be presented at the Symphony of Cars Gala at which time Bobby Kenz, Facilities Co-Chairman for the past 10 years will be the 2024 recipient. Bobby aka Mr. 3:00 is responsible for organizing the awards ceremony and making sure that the final award, Best In Show is presented by 3:00 PM so that all of our Entrants can leave Lacy Park with time to return home for dinner.

David Pierce
Legal Counsel

Adam Weiss
Webmaster

It has been a pleasure for my committee to bring this event to San Marino's Lacy Park, and I hope that you will all enjoy the day!

Tom Harter
Mark Henzel
Program Advertising

Best personal regards,

Aaron Weiss
Chairman

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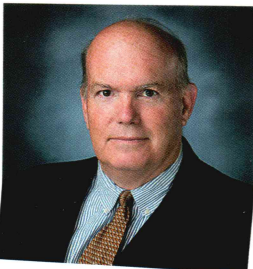
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The San Marino City Council Welcomes the San Marino Motor Classic

The San Marino City Council is pleased to have the Motor Classic return to Lacy Park.

We and our community especially appreciate the various contributions the Motor Classic has made to the City; such as, its contributions to Centennial Field, the side exit gates at Lacy Park, and the playground at Lacy Park.

We hope you enjoy your day at the Motor Classic here in San Marino.

Mayor Steven Huang, DDS

The San Marino City Council consists of five members, elected by residents. Council Members serve without any financial compensation and elect one of their own to serve as Mayor annually. No City of San Marino funds were expended on this advertisement.

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2024 SAN MARINO MOTOR CLASSIC

JUDGING STAFF



John Milliken – Chief Judge, San Marino Motor Classic

John is a lifelong car enthusiast, collector, restorer, author and historian. Over the course of fifty years he has meticulously restored over forty cars and written scores of articles published in vintage car and club magazines.

He is a retired Delta Airlines Captain, having flown international and domestic routes for twenty eight years. Prior to flying in the private sector, John served for 14 years in the US Air Force, including two tours in Viet Nam as a pilot. In addition to restorations, John has a long history of being involved in the car hobby and presently is a member of the National Board of the Classic Car Club of America (CCCA) and Chairman of its Classification Committee.

He has served as Chief Judge for two Annual Meetings of the CCCA and is a member of the International Chief Judge Advisory Committee (ICJAG) involved in the standardization of judging procedures worldwide. John has also been Chief Judge for the Santa Barbara Concours, Palm Springs Concours and, for the past five years, the Chief Judge for the San Marino Motor Classic. He has also judged the Las Vegas Concours since its inception, and for two years was the Honorary Chief Judge for that show. He has also ventured to India in 2020 and 2023 to judge Asia's largest Concours, the 21 Gun Salute and Rally.

John and wife, Leslie, make their home in Westlake Village, California.



Allan McCrary – Assistant Chief Judge, San Marino Motor Classic

Allan McCrary has been a member of the Auburn Cord Duesenberg Club since 1974, serving on its Board of Directors, as President, and is currently the National Chief Judge where he was instrumental in developing recently revised judging standards that focus on authenticity for the three marques. He is also a Classic Car Club of America (CCCA) Accredited Judge. He is a member of the American Bugatti Club, the 356 Registry and the CCCA where he has participated in ten CARavans Allan serves on the Advisory Board for the Serrano and Lincoln Hills Concours, is a consultant for the Academy of Art University Collection, and has assisted the Head Judge of the San Marino Motoring Classic for the last six years. He maintains a eclectic collection of automobiles covering a wide range of interests; Classics, Post War German and British Sports cars and American Luxury / Muscle. In addition, he holds a Sports Car Club of America Full Competition License.

He is a retired pilot with three careers in aviation: as a Colonel in the United States Air Force, Branch Chief for the National Aeronautics and Space Administration, and as a Captain for Southwest Airlines.



Tom J. Scheil – Chief Judge, Packards International, Grand Salon

Tom has been an active member of the collectable car community since the early 1960's, having purchased his first antique car (a 1931 Chrysler rumble seat coupe) in 1962. Subsequent purchases followed in the late '60s and mid '70s including a 1934 Packard Phaeton, a 1949 Packard sedan, and in the year 2000, a 1968 Rolls Royce. Tom personally restored his Packard Phaeton over a period of 11 years, finally completing this task in 1979.

As a member of Packards International, Packards Automobile Classics, the Antique Automobile Club of America, The Classic Car Club, the Chrysler Club, and the Rolls Royce Club, for many years, Tom has personally judged for these clubs over the years.

Originally born in New Jersey and having lived there for 40 years, Tom was a member of the CCCA Metropolitan Region Classification Committee in the '70s. After moving to southern California in 1979, he became an active member of the Southern California Region of CCCA, and also a member of their Classification Committee.

Being very active in the Packards International Car Club since moving to California, Tom has held the Head Judge position for the last 10 years.



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Karalyn Ahmanson
Bill Ahmanson
Erik Baltzar
Belva Baltzar
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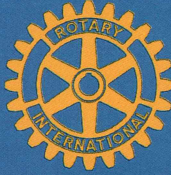
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-Paul Brassard, President- Rotary Club of San Marino



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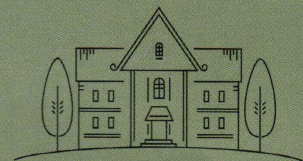
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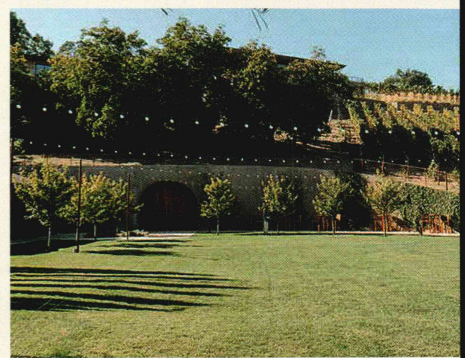
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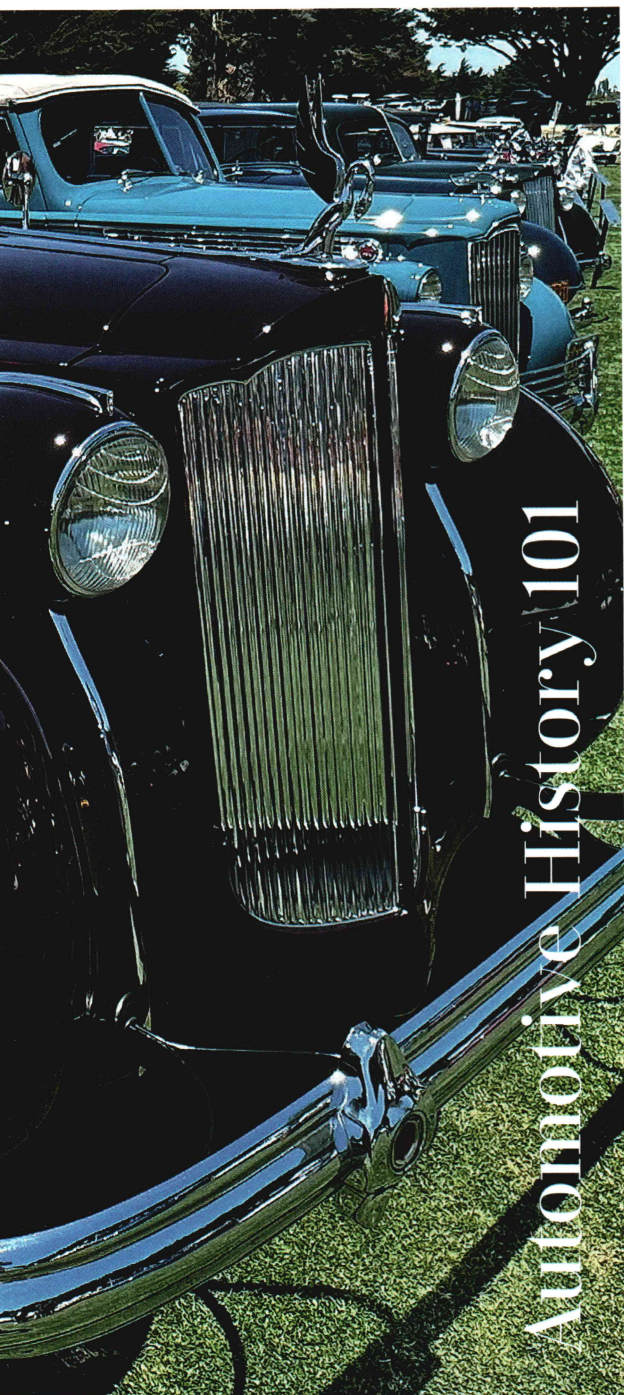
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YOUR FIELD GUIDE TO THE

Antiques and Classics

at the **2024 San Marino Motor Classic**

By Ronald Vershoor



Welcome to the San Marino Motor Classic!

As you enter Lacy Park, you will be presented with a stunning array of collector automobiles and foremost in your mind is that all important question of where to start. By nature, you will gravitate toward those cars to which you have some connection. As a child, maybe a relative owned one or there was one in your neighborhood. We all have attachments to things in our past, but today you have the opportunity to explore something new. Or in this case, something very old.

The wide variety of cars displayed here today span examples from the earliest days of motoring to modern supercars. Highlighted here are a few of the automobiles produced before World War II along with a brief description of what makes them special.



The oldest car on the field is a **1903 Packard Model F Rear Entrance Tonneau**, powered by a single-cylinder, four-cycle engine that could propel the car to 25 mph. The Model F is significant because one of these set a New York-to-San Francisco endurance record in 1903, completing the journey in 61 days. Notice the rear door which provides access to the back seat and the wicker baskets on each side of the body.



The French DeDion-Bouton is a marque not well known to Americans but the company was one of the largest engine manufacturers in the world, producing automobiles using internal combustion, steam and electric power. It is estimated that more than 140 companies used DeDion engines under license agreements. The **1909 DeDion-Bouton BV Type de Course** is believed to be the only surviving example in existence.

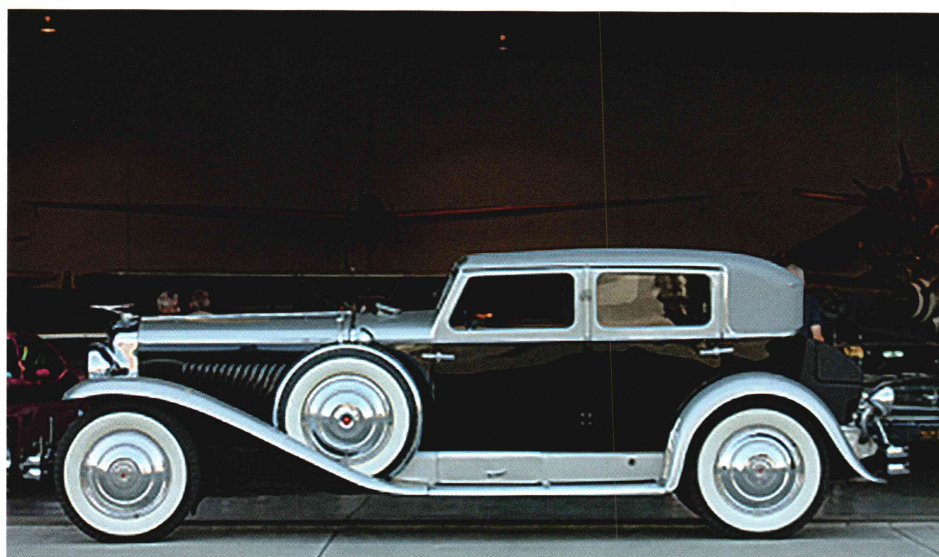




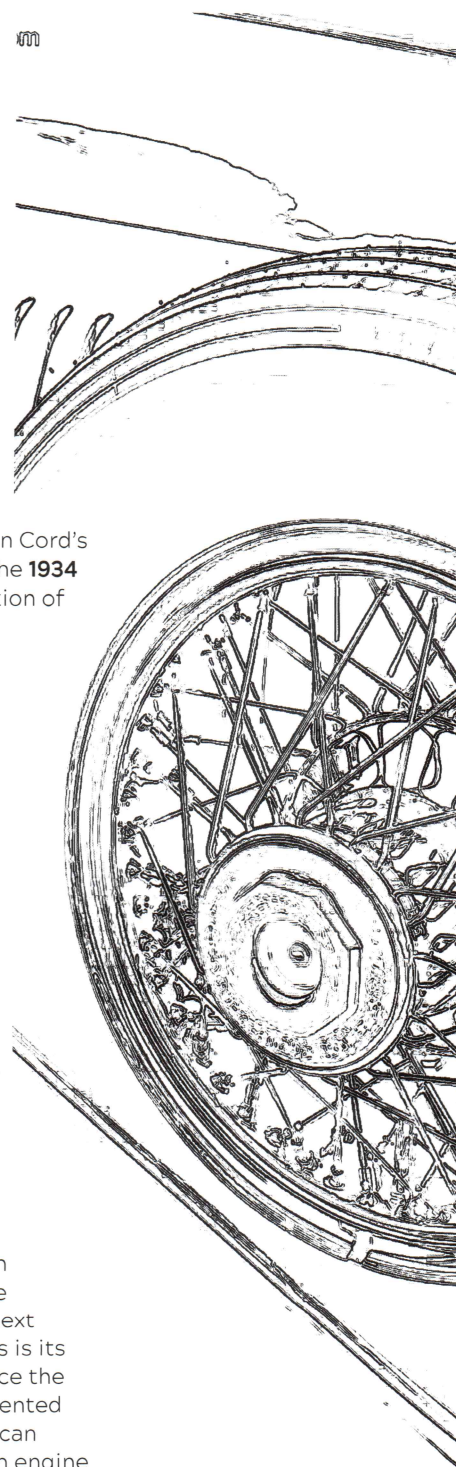
2024 SAN MARINO MOTOR CLASSIC



From the American Classics classes, there are fine examples of Errett Lobban Cord's three-tiered automotive empire composed of Auburn, Cord and Duesenberg. The **1934 Auburn 1250 Salon Phaeton** was the top-of-the-line model and held the distinction of being the lowest-priced 12-cylinder automobile of its day.



The **1929 Cord L-29 Cabriolet** represents the debut of front wheel drive on an American production car. Notice how low this car is compared to those from the same era and how the hood stretches almost half the length of the car. Cord's next offering, the 810/812 model featured all manner of innovations but most obvious is its aerodynamic appearance. Take a peek inside the 1937 Cord 812 Beverly and notice the rare "Armchair" seating arrangement with four bucket seats. Duesenberg represented the top rung of E.L. Cord's automotive venture, as well as the top rung of American automobiles. The Model J was the most powerful automobile of its time, with an engine that produced 265 horsepower (320 HP if supercharged) and the bodies of all Model Js were custom built. The 1933 Duesenberg J Sport Sedan has an aluminum body built by Weymann, which is most unusual from a company that specialized in fabric bodies.



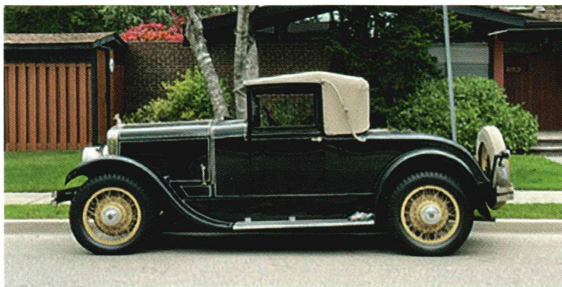
Antiques and Classics

Automotive History 101



There's another interesting Cord on the field, the **1930 Cord L-29** Town Car. This is one of three equipped with this style of coachwork produced by Walter M. Murphy Coachbuilders of Pasadena. And speaking of front wheel drive, one could make the argument that Ruxton tied Cord with the introduction of front wheel drive. The **1930 Ruxton Sedan** is one of just 76 built and its unusual horizontal stripe paintwork showcases the range of colors available on a Ruxton.

There are two classes dedicated to Packard, America's premier luxury brand before World War II. Here today are a number of fine production-bodied Packards as well as a pair of custom-bodied Packards, a **1940 Custom Super-8 Convertible** Victoria by Darrin and a **1936 Model 120 Convertible** Victoria by LeBaron.



Long before Porsche even existed, Franklin was busy producing air-cooled automobiles since 1902. During its 32-year history, the Syracuse, New York company produced 4-, 6- and 12-cylinder

air-cooled engines that were revered for their reliability. On the field today is a 6-cylinder **1928 Franklin 12A Convertible Coupe**. The Essex nameplate was part of the Hudson Motor Car Company and the 1931 Essex Sport Roadster displayed here features a distinctive boat-tail body. The tapered rear of the body still provides enough room for a rumble seat.

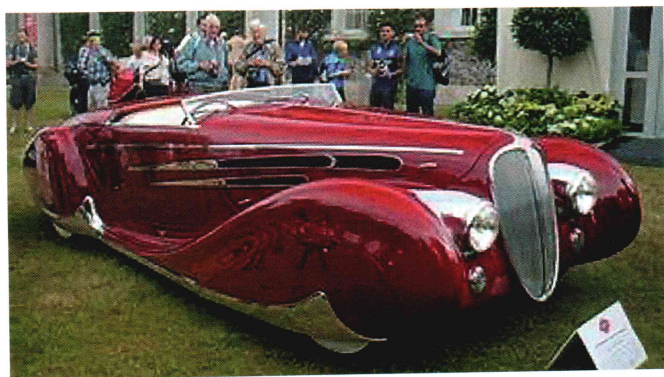


Chrysler Corporation was an early adopter of streamlining and its Airflow design debuted in 1934, exemplified by the 1934 De Soto Airflow here today.



While the vast majority of Rolls-Royce motorcars were built in England, between 1921 and 1931, 2,944 chassis were produced by Rolls-Royce of America in Springfield, Massachusetts. Two of those are here today, a **1925 Rolls-Royce Silver Ghost Tourer** and a **1926 Rolls-Royce Silver Ghost Town Car**. Both have left-hand-drive along with other refinements making them better suited for the American market.

Representing European Classics are two fine French automobiles that were recently donated by the late Peter Mullin to the Petersen Automotive Museum, a 1937 Talbot-Lago T150-C-S Teardrop Coupe and a 1939 Delahaye 165 Cabriolet. These represent the height of French Art Deco design by master coachbuilder Figoni & Falaschi. The curves on both are nothing short of exquisite and provide a glimpse into this designer's interpretation of open and closed bodies.



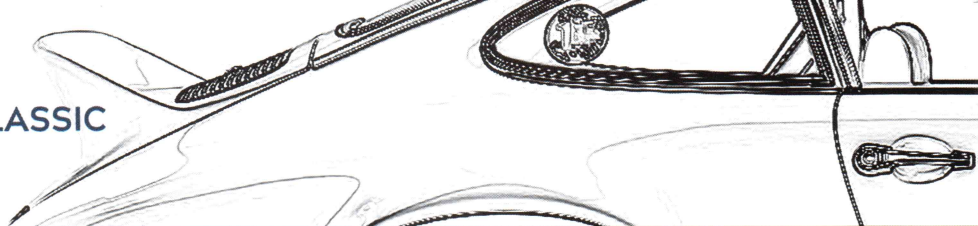
There are plenty of other interesting cars on today's field and if something sparks your interest, take a closer look and talk to the owners. They will be happy to share more about the cars and their connections to them.

Make today's show the most interesting history lesson you have ever experienced. ●



2024 SAN MARINO MOTOR CLASSIC

2024 ENTRANTS



CLASS A: Brass & Nickel Era Cars

Janice & Joe Conzonire	San Marino, CA	1903 Packard	F
Vaughn & Lynette Vartanian	Northridge, CA	1909 Pierce-Arrow	36UU Minature Tonneau
John Adamick	Thousand Oaks, CA	1909 De Dion-Bouton	Type De Course
Sheryl & Gary Hunter	Arcadia, CA	1910 Buick	Model F
James Asher	Pasadena, CA	1911 Brush	Runabout
Robert Mollino	San Marino, CA	1913 Pope Hartford	Model 31
Beth & Ross Myers	Boyertown, PA	1914 Packard	4/18
Dana Newquist	Santa Barbara, CA	1917 Templar	4-45 Roadster

CLASS B: HVA Preservation Cars Through 1942

Michael Adams	Temecula, CA	1926 Rolls-Royce	Silver Ghost Mayfair
Eric Miller	Burbank, CA	1941 Packard	Series 110 Deluxe Sedan

CLASS C-1: CCCA – American Open (Full Classics Only)

Heather & Harry Clark	Paradise Valley, AZ	1925 Rolls-Royce	Springfield Silver Ghost
Matthew Goist	Newport Beach, CA	1928 Franklin	12A
Greg Vanley	Los Angeles, CA	1929 Cord	L-29 Cabriolet
Paul Whitney	Westlake Village, CA	1930 LaSalle	Series 340 Fleetwood Phaeton
Stan Lucas	Long Beach, CA	1930 Lincoln	Roadster Coackwork by Locke
Bonnie & Ray Kinney	Dallas, TX	1933 Stutz	DV-32 Convertible Victoria
Academy of Art University	San Francisco, CA	1933 Chrysler	LeBaron Phaeton
Thomas Craig	Prather, CA	1934 Auburn	1250
Fred Lax	Malibu, CA	1941 Cadillac	Series 62 Convertible Sedan
Terry Kaplan	Northridge, CA	1941 Cadillac	Series 63 Convertible Sedan

CLASS C-2: CCCA – American Closed (Full Classics Only)

Joel Shapiro	Sun Valley, CA	1926 Stutz	AA
Helen Nethercutt	Sylmar, CA	1930 Ruxton	
William H. Lyon	Newport Beach, CA	1930 Cord	L-29 Murphy Body Town Car
Gary Marchetti	Vista, CA	1931 Nash	887
Michelle & Steven Snyder	Orange, CA	1933 Duesenberg	J. Weymann Sport Sedan
Ron Verschoor	Beverly Hills, CA	1937 Cord	812 Armchair Beverly
Gary Carr	Pasadena, CA	1941 Cadillac	Series 62 Deluxe Club Coupe
Frank Brown	Oxnard, CA	1941 Cadillac	Custom Woodie

CLASS C-3: CCCA – European Open & Closed (Full Classics Only)

Jim & Lisa Hendrix	Chesterfield, MO	1935 Jaguar	SS One Airline Saloon
David Spiegel	San Marino, CA	1936 MG	SA
Ernie Ruelas	Whittier, CA	1937 Bentley	4-1/4 Litre
Petersen Automotive Museum	Los Angeles, CA	1937 Talbot-Lago	Type 150-C-S
Gary Wales	Woodland Hills, CA	1938 Bentley	Boat Tail Speedster
Gordon Wangers	Henderson, NV	1938 Talbot-Lago	T23
Petersen Automotive Museum	Los Angeles, CA	1939 Delahaye	T-165 V12
John Shaloub	Festus, MO	1947 Bentley	Mark VI
Ady Gil		1947 Rolls-Royce	Silver Wraith Drop head coupe. Body by Inskip

CLASS C-5: Packards International Pre War Open

Leslie Kendall	Los Angeles, CA	1930 Packard	Series 745
David Billet	Glendale, CA	1930 Packard	Series 745 Dual Cowl Sport Phaeton
Clint Moore	San Jose, CA	1932 Packard	903 Eight Deluxe Dietrich Convertible Sedan
Arnold Schmidt	Carlsbad, CA	1932 Packard	Twin Six Sport Phaeton
Tom O'Hara	San Diego, CA	1934 Packard	Series 1104 Convertible Sedan
Andy Spilkoman	Sherman Oaks, CA	1935 Packard	Series 1201 Phaeton
Earl Rubenstein	Los Angeles, CA	1935 Packard	Series 1204 Super 8 Phaeton
Ricardo de Rosa	San Diego, CA	1936 Packard	1407 Convertible Coupe
Jose Munoz	Los Angeles, CA	1936 Packard	1208 Victoria LeBaron
Gordon Logan	Georgetown, TX	1940 Packard	1806 Darin
Jim Davidson	Encino, CA	1941 Packard	Series 180 LeBaron Sport Brougham

**CLASS C-6: Packards International Pre War Closed**

Marston Robertson	Simi Valley, CA	1932 Packard	901 4 Door Sedan
Robert Knee	West Hollywood, CA	1935 Packard	Phaeton
Kyle Haldi	Fallbrook, CA	1936 Packard	Series 1203
Jose Munoz	Los Angeles, CA	1937 Packard	1508 Limousine
Bill O'Neil	Camarillo, CA	1937 Packard	Super 8 Club Sedan
Peter Hartmann	Paulden, AZ	1938 Packard	12 Cylinder Formal Sedan
Robert Escalante	Santa Ana, CA	1940 Packard	Formal Sedan
Eric Voigt	Riverside, CA	1947 Packard	Custom Super Clipper

CLASS D: Pre WWII American Manufacturer (Non - CCCA)

Chris Roth	Thousand Oaks, CA	1931 Essex	Boat Tail Speedster
Matthew De La Torre	San Gabriel, CA	1940 Ford	Deluxe Opera Coupe
Ken Hultgren	Anaheim Hills, CA	1949 Ford	Woodie

CLASS E-1: Porsche 356

Stephen Hoskins	Altadena, CA	1960 Porsche	356 Coupe
Mark Henzel	Pasadena, CA	1960 Porsche	356B Coupe
Charlie Duvall	San Marino, CA	1960 Porsche	356 S-90 Roadster
Ted Hirth	Laguna Beach, CA	1962 Porsche	356S
Scott Swanson	La Cañada Flintridge, CA	1964 Porsche	356SC
Judy Kline & John Chadwick	Bradbury, CA	1965 Porsche	356 C
Elliot Shell	Encino, CA	1965 Porsche	356C
William Galloway	Pasadena, CA	1965 Porsche	356C Cabriolet

CLASS E-2: Porsche 1965 Through 1988

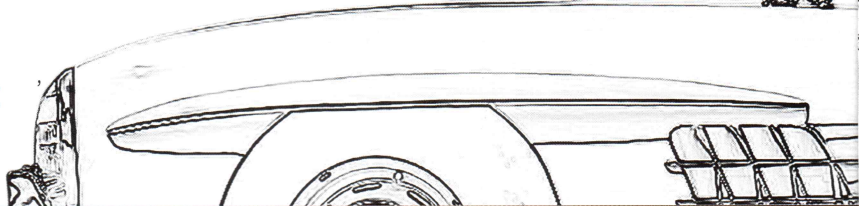
Stephen Russell	Pasadena, CA	1969 Porsche	911E Targa
Cynthia & Alec Ingle	Altadena, CA	1969 Porsche	912 Targa
Gary Leivers	San Diego, CA	1969 Porsche	912 Targa
Erik Moller	San Marino, CA	1971 Porsche	911E
Joseph Salvo	Newport Beach, CA	1973 Porsche	911 RS
ECC Enterprises	Azusa, CA	1973 Porsche	911 2.7RS-H
Paul Colony & Patrick Colony	Pasadena, CA	1973 Porsche	911S Coupe
David & Linda Yertzley	Burbank, CA	1973 Porsche	911T
Stephen & Evelyn Rappel	San Marino, CA	1976 Porsche	911S Targa
Luke Woods	La Cañada, CA	1977 Porsche	911S
Stephen & Evelyn Rappel	San Marino, CA	1979 Porsche	930 Turbo Carrera
David Samkow	Burbank, CA	1979 Porsche	930 Turbo Carrera
Peter Gertmenian	San Marino, CA	1981 Porsche	911 SC Targa
Hans Krake	Pasadena, CA	1988 Porsche	Carrera
Eddie Mnoian	San Marino, CA	2006 Porsche	Cayenne Turbo S
John Heller	S. Pasadena, CA	2011 Porsche	Cayenne Turbo S
Michael DaSalva	Azusa, CA	2013 Porsche	Macan GTS
Paul Maurin	Pasadena, CA	2014 Porsche	911 50th Anniversary Special Edition
Sean Yaghoubi	LaCañada, CA	2019 Porsche	911 GT3 RS

CLASS F-1: American Luxury Open 1947-1974

Gary Carr	Pasadena, CA	1947 Chrysler	New Yorker Convertible Coupe
Michael Dubos	Vista, CA	1953 Cadillac	Eldorado
Rayne Sherman	Rancho Palos Verdes, CA	1953 Cadillac	Series 63 Convertible
Michael Nigosian	Woodland Hills, CA	1954 Buick	Skylark
Douglas Caister	La Cañada, CA	1955 Chevrolet	Bel Air Convertible
Sandy Hansen	Valencia, CA	1956 Ford	Thunderbird
Hugo Capeida	Pasadena, CA	1957 Chevrolet	Bel-Air
Terry Lynch	Burbank, CA	1957 Ford	Thunderbird
Loren Kalin	Palos Verdes Peninsula, CA	1957 Continental	Mark II
Tom & Lyn Cacciatore	San Marino, CA	1958 Ford	Skyliner
Scott Barry	Glendale, CA	1963 Ford	Thunderbird
Harold Tennen	Los Angeles, CA	1965 Lincoln	Continental Convertible Sedan

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CLASS F-2: American Luxury Closed 1947-1974

Robert Robin	San Marino, CA	1949 Cadillac	Series 62 Club Coupe
Jerry Bieser	San Juan Capistrano, CA	1949 Cadillac	Series 62
Gregory Norden	Altadena, CA	1949 Cadillac	60 Special Sedan
Jack Heacock	Encinitas, CA	1950 Cadillac	Series 61 Sport Coupe
Robert Wehrle	Pasadena, CA	1950 Pontiac	Chieftain Deluxe Coupe
Christopher Deacon	Orange, CA	1957 Pontiac	Chieftain
Kevin Muldoon	Burbank, CA	1958 Chevrolet	Impala
Betsy Davenport	Alhambra, CA	1961 Cadillac	Sedan de Ville Six-Window
Bazil LaRoche	Riverside, CA	1967 Lincoln	Continental
Ben Fields	Northridge, CA	1967 Cadillac	Eldorado
R. Dale Derstine	Jurupa Valley, CA	1971 Lincoln	Continental Mark III
Sandy Edelstein	Palm Springs, CA	1972 Buick	Riviera
Donald McCormick	Fallbrook CA	1972 Mercury	Marquis Brogham
Stuart Suede	Alhambra, CA	1983 Chrysler	Imperial
Stuart & Shirlee Walpert	San Gabriel, CA	1984 Zimmer	Golden Spirit

CLASS F-3: Packards International Post War

Eric Hendry	Rancho Santa Margarita, CA	1948 Packard	Custom 8 Seven Passenger Sedan
Chris Nuno	San Gabriel, CA	1951 Packard	Patrician
Bruce Spangrud	Las Vegas, NV	1954 Packard	Caribbean
Diane Robertson	Simi Valley, CA	1955 Packard	Caribbean

CLASS G: European Luxury 1947-1965

William Anderson	Los Angeles, CA	1948 Bentley	Mark VI Standard Steel Sports Saloon
Mark Hyman	St. Louis, MO	1948 Talbot Lago	T26 Record Sport Coupe DeVille
Michelle & William Cronkhite	LaCañada Flintridge, CA	1954 Rolls-Royce	Silver Dawn
Michael Siganoff	Yorba Linda, CA	1961 Rolls-Royce	Silver Cloud II
Fabrice Vuillemeys	Newhall, CA	1964 Citroen	D-19
Ken Sesma	Monerey Park, CA	1986 Rolls-Royce	Silver Spur

CLASS H: Station Wagons - 1946-1975

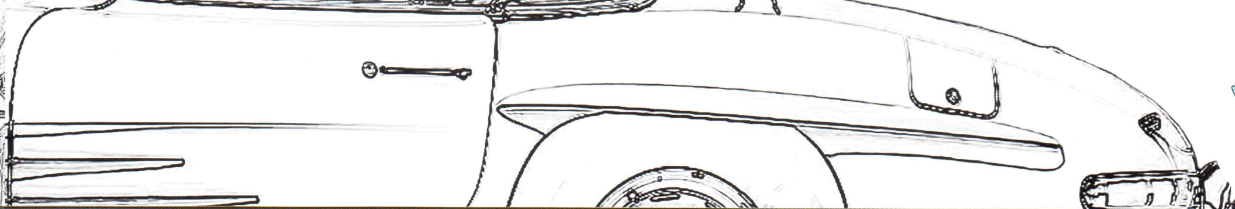
Bobby Kenz	Pasadena, CA	1956 Chevrolet	Bel Air Beauville 9 Passenger Wagon
Michael Klyde	Long Beach, CA	1967 Ford	Country Squire Dual Facing Rear Seats
John Burge	Palm Springs, CA	1971 Buick	Estate Wagon 9 Passenger
Sally & Michael Kerns	Venice, CA	1971 Ford	Country Squire
Singleton Collection	Costa Mesa, CA	1957 Pontiac	Star Chief Custom Safari Wagon

CLASS I: American Postwar Orphan Marques

Bill Stahlman	LaVerne, CA	1950 Willys Overland	Jeepster
Paul Greenstein	Los Angeles, CA	1953 Nash-Healey	Roadster
Philip Jelinek	Anaheim, CA	1954 Kaiser	Darrin
Chandler Knapp	Fair Oaks, CA	1962 Oldsmobile	F85 Jetfire
Keith Wahl	LaJolla, CA	1963 Studebaker	Gran Turismo Hawk RS Supercharged
Ken Buchanan	Pasadena, CA	1963 Studebaker	Avante
Stan Kramer	Bell Canyon, CA	1963 Oldsmobile	F-85 Cutlass Convertible
Stanley Haveriland	Los Angeles, CA	1964 Studebaker	Avante

CLASS J: Japanese Cars 1946-1984

Barbara & Mike Malamut	Thousand Oaks, CA	1965 Nissan	Sylvia
Barbara & Mike Malamut	Thousand Oaks, CA	1968 Honda	S 600 Convertible
Eric Schulhof	Simi Valley, CA	1970 Datsun	BRE 510 - The Brock Buster
Mike Parente	Palm Springs, CA	1976 Datsun	B210 Honeybee
Giovanni Rodriguez	West Covina, CA	1978 Toyota	Land Cruiser
Mark Lipis	Los Angeles, CA	1980 Mazda	RX7
Carlos Novelo	North Hollywood, CA	1983 Datsun	200SX
Steven Vartanian	Tujunga, CA	1984 Honda	CRX



CLASS K: Hot Rods - 1928-1941 Original Steel Bodies Only

David Frith-Smith	Woodland Hills, CA	1929 Ford	Woodie
Jeff Reimers	Pasadena, CA	1932 Ford	Roadster
Bruce Meyer	Beverly Hills, CA	1932 Ford	Roller Coupe
David Frith-Smith	Woodland Hills, CA	1932 Ford	Roadster
Raphael Bartolus	Studio City, CA	1934 Citroen	Traction Avant
Jim Bryan	La Palma, CA	1936 Chevrolet	Coupe
Danny Hyde	Laguna Niguel, CA	1936 Ford	Roadster
Tom Tomkins	Arcadia, CA	1948 Mercury	Station Wagon
Don Siglar	Thousand Oaks, CA	1950 Mercury	Coupe

CLASS L-1: Lamborghini

Mike Trivich	Ventura, CA	1969 Lamborghini	Espada S1
Laust Pedersen	Sun City, CA	1972 Lamborghini	Espada
Jason Russo	La Crescenta, CA	1982 Lamborghini	Countach
John Yardum	Sherman Oaks, CA	1983 Lamborghini	Jalpa
Chuck Gayton	La Cañada, CA	1989 Lamborghini	Countach 25th Anniverary Edition
Edfy Shea	Tustin, CA	1989 Lamborghini	Countach
Gary Leach	Los Angeles, CA	1991 Lamborghini	Diablo
Christopher Conte	Beverly Hills, CA	2007 Lamborghini	Gallardo Nera Edition
Allen Korneff	Huntington Beach, CA	2010 Lamborghini	Merci
Gene Ondrusek	San Diego, CA	1975 Lamborghini	Uraco

CLASS M-1: Mercedes-Benz - 300SL Gullwing and Roadster Through 1963

Franklin Shirley	Santa Monica, CA	1955 Mercedes-Benz	300SL Roadster
Kimberly & John Word	Newport Beach, CA	1955 Mercedes-Benz	300SL Gullwing
Dennis Rummens	Glendora, CA	1955 Mercedes-Benz	300SL Gullwing
Tom Bau	Ladera Ranch, CA	1956 Mercedes-Benz	300SL Gullwing
Thomas Burniston	Long Beach, CA	1957 Mercedes-Benz	300SL Gullwing
Jeff Wu	Mission Viejo, CA	1957 Mercedes-Benz	300SL Roadster
Virginia Bamford	Woodside, CA	1959 Mercedes-Benz	300SL Roadster
Joe Sully	San Mateo, CA	1960 Mercedes-Benz	300SL Roadster
Sammy Rad	Beverly Hills, CA	1966 Mercedes-Benz	Toni Ostermeyer Recreation

CLASS M-2: Mercedes-Benz - 190SL and Pagoda (230SL, 250SL, 280SL)

Christian Schmidt	Bartonville, TX	1959 Mercedes-Benz	190SL AMG-3.2 Kompressor
Mark Hoebich	Los Angeles, CA	1960 Mercedes-Benz	190SL
Timothy Nett	Los Angeles, CA	1971 Mercedes-Benz	280SE
Rolf Selge	Laguna Niguel, CA	1961 Mercedes-Benz	190SL

CLASS M-3: Mercedes-Benz - 300 Touring Cars Post War Through 1967

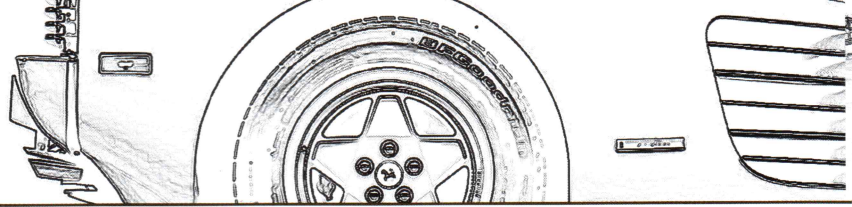
Barry Sohnen	Los Angeles, CA	1961 Mercedes-Benz	300 Model D
Daniel Tadia	Valley Village, CA	1971 Mercedes-Benz	280SE 3.5 Coupe
Barry Sohnen	Los Angeles, CA	1972 Mercedes-Benz	600
Matthew Richmond	Los Angeles, CA	1983 Mercedes-Benz	380SL

CLASS N-1: American Big Block Muscle

Bill Swanson	LaCañada, CA	1959 Chevrolet	Impala
Schraders Speed Shop LLC	Azusa, CA	1963 Chevrolet	Impala Z11
John Karelius	La Quinta, CA	1964 Ford	Fairlane Thunderbolt
Roland Hall	Burbank, CA	1965 Pontiac	GTO
Gordon Wangers	Henderson, NV	1965 Chevrolet	Chevelle Malibu SS
Richard DeArmas	Los Angeles, CA	1966 Chevrolet	Chevelle SS
Blake Montaro	Placentia, CA	1967 Chevrolet	Impala SS
Marc Nuno	Los Angeles, CA	1968 Mercury	Parklane
Ron Cressy	Yucca Valley, CA	1969 Dodge	Coronet 500
Ron Siess	Chino Hills, CA	1970 Buick	GSX Stage 1
Jack Thomas	West Hills, CA	1970 Dodge	Challenger R/T SE

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2024 ENTRANTS



CLASS N-3: Pony Cars up to 350ci

Lou Rabon	Arcadia, CA	1965 Ford	Mustang
Jim Green	Pasadena, CA	1966 Ford	Mustang Fastback
Luis Espinosa	Arcadia, CA	1965 Ford	Mustang Pony GT
Ken & Spencer Woolcott	Seattle, WA	1966 Ford	Mustang
Patrick Aulicino	Altadena, CA	1967 Ford	Mustang
Tyler Randall	Valencia, CA	1970 Chevrolet	Camaro Z/28
Kevin Finley	La Verne, CA	1971 Dodge	Challenger RT

CLASS O-1: Italian Sports Cars - Alfa Romeo 1946-1973

Haig Chorbajian	Los Angeles, CA	1958 Alfa Romeo	Giulia Sprint Coupe
Val Dietrich	Palos Verdes Estates, CA	1960 Alfa Romeo	2000 Touring Spider
Adil Farooqui	Los Angeles, CA	1961 Alfa Romeo	Giulietta SS
Anthony Cordes	Lawndale, CA	1962 Alfa Romeo	1900C
Adil Farooqui	Los Angeles, CA	1965 Alfa Romeo	Giulia Spider Veloce
Ken Roath	Newport Beach, CA	1965 Alfa Romeo	TZ
Dana Caruso	Burbank, CA	1967 Alfa Romeo	Duetto
Gary Kuntz	Danville, CA	1970 Alfa Romeo	1750 GTV
Charles Forward	Altadena, CA	1970 Alfa Romeo	Giulia Super
Harry White	Monrovia, CA	1975 Alfa Romeo	Spiderl

CLASS O-2: Italian Sports Cars Other 1946-1975

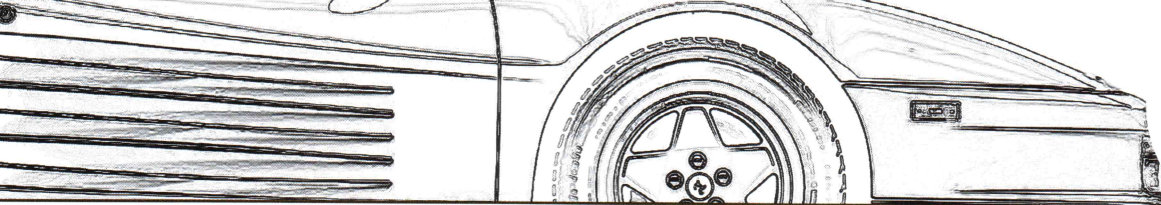
Paul Martin	Los Feliz, CA	9157 Maserati	450S
Rudy Pock	Claremont, CA	1958 Fiat	Multipla
Joseph Duray	Los Angeles, CA	1961 Maserati	3500GT
Randy Simon	Beverly Hills, CA	1963 Lancia	Flaminia 3C Touring Spider
Clifford Cohen	Agura Hills, CA	1964 Rene Bonnet	DJet2
Buddy Pepp	Beverly Hills, CA	1965 Iso	Rivolta GT 300
Jim Hiuzdos	Palos Verdes Estates, CA	1966 Lancia	Flaminia GLT
Alan Hart	Topanga, CA	1967 Osa	1000GT
Don Clem	Fullerton, CA	1968 Maserati	Sebring Series II
Carl Mellinger	Santa Monica, CA	1970 Maserati	Ghibli SS
Carl Mellinger	Santa Monica, CA	1971 Maserati	Ghibli SS
Michael Kerns	Venice, CA	1972 Iso	Lele
Adam deFelice	Los Angeles, CA	1973 Fiat	128 Sedan
Anthony Magglio	Rancho Palos Verdes, CA	1973 Lancia	Fulvia

CLASS O-3: Italian Sports Cars DeTomaso 1963 - 1975

Daniel Landaros	Sanya Paula, CA	1964 Asa	GT 1000
Chip Foose		1969 De Tomaso	Mangusta
Chuck Gayton	La Cañada, CA	1969 De Tomaso	Mangusta
Simon Horton	Devore, CA	1971 De Tomaso	Pantera
Linda Adler	Fallbrook, CA	1978 De Tomaso	Deauville
Garrett Randall	Simi Valley, CA	1987 De Tomaso	Pantera GT5-S

CLASS P: Police Cruisers

Gary Goltz	Upland, CA	1955 Buick	Special 46R
Paul Sepulveda	Torrance, CA	1956 Chevrolet	210 Patrol Car
Jay D'Angelo	Henderson, NV	1966 Dodge	Coronet DeLuxe
Louis Farah	Burbank, CA	1967 Crown	Firetruck
Ted Saraf	Sierra Madre, CA	1968 Dodge	Coronet
Mike Terry	Santa Clarita, CA	1975 Chevrolet	Nova-Detective Car
Larry Brown	Highland, CA	1976 Chevrolet	Nova
Edward Godfrey	Riverside, CA	1977 Chevrolet	Nova-Patrol Car
Jerry Berry	Lakewood, CA	1980 Chevrolet	Malibu
Ralph Lux	Fair Oaks, CA	1988 Dodge	Diplomat
Victor Vellcelia	Apple Valley, CA	1991 Ford	Crown Victoria



CLASS Q: Corvette Through 1973

Harold Rogers	Riverside, CA	1957 Chevrolet	Corvette
David Gray	Covina, CA	1958 Chevrolet	Corvette
Vin DiBona	Los Angeles, CA	1958 Chevrolet	Corvette
Kelley & Ralph Biase	Beverly Hills, CA	1963 Chevrolet	Corvette
Robert Mann	Beverly Hills, CA	1965 Chevrolet	Corvette
Brian Markey	La Verne, CA	1972 Chevrolet	Corvette LT-1

CLASS R-1: Ferrari – Early Through 1978

Sam Chen	Rancho Cucamonga, CA	1964 Ferrari	330GT
Harlan Irvine	San Marino, CA	1964 Ferrari	330GT
Rick Principe	Westlake Village, CA	1966 Ferrari	275 GTS
John Etchart	Hemet, CA	1972 Ferrari	Dino GTS 246
Robert De Pietro	Pasadena, CA	1973 Ferrari	365GTB4 Spyder
Stephen Bailey	Altadena, CA	1975 Ferrari	308 GT4 Dino
Barry Leavengood	Chatsworth, CA	1978 Ferrari	308/ GTS

CLASS R-2: Super Cars (Exhibition Only)

Allen Korneff	Huntington Beach, CA	1969 McLaren	M5 GT B
Bill Scott	Victorville, CA	1985 Ferrari	Mondial Roadster
Marilyn Wiersema	Buena Park, CA	1987 Ferrari	328GTS
Kent Dellenbusch	Upland, CA	1989 Ferrari	328 GTS
Jack Walston	Rancho Palos Verdes, CA	1991 Ferrari	Testarossa
William Makepeace	Downey, CA	1998 Ferrari	550
Jim Bindman	Glendale, CA	2002 Ferrari	Modena
Bruce Leeds	Los Angeles, CA	2002 Ferrari	575M Maranello
Michelle Mapel	San Marino, CA	2005 Ferrari	360 Spider
Tony Samojen	Camarillo, CA	2006 Ford	GT 40
Armando Guzman	Corona, CA	2007 Ferrari	F430
Matthew Larson	Pasadena, CA	2011 Aston Martin	V12 Vantage
William Kling	Oxnard, CA	2014 Ferrari	F-12
Andrew Wangers	Pasadena, CA	2015 McLaren	650S
John Burgan	Yucaipa, CA	2017 Ferrari	488 GTB
Nancy & Steve Judd	Lake Havasu, AZ	2019 Ferrari	Portofino
Stephen Goldfield	Bell Canyon, CA	2019 Ferrari	812 Super Fast
Chris Samojen	Newbury Park, CA	2019 Ford	GT
Myron Lieberman	Pacific Palisades, CA	2019 Ferrari	Portofino
Jim Lanum	Santa Rosa, CA	2022 Porsche	992 Turbo S Cabriolet
Wolfgang Kupka	San Marino, CA	2024 Chevrolet	Corvette Z06

CLASS S-1: Jaguars

Robert Huntington	North Tustin, CA	1956 Jaguar	XK140 Roadster
Steven Sego	West Hills, CA	1964 Jaguar	XKE Coupe
Chuck Michel	Newport Beach, CA	1967 Jaguar	XKE Roadster

CLASS U-1: British Sports Cars – 1946-1975

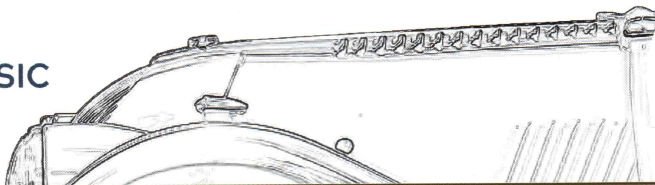
Yuri & Sofia Brickman	Los Angeles, CA	1950 MG	YT
Jeffrey Brown	Grover Beach, CA	1953 Sunbeam-Talbot	Alpine Mkl
Patrick Blanchard	Torrance, CA	1954 Triumph	TR2
Alan Wertheimer	Los Angeles, CA	1959 Austin Healey	Sprite “Bugeye”
Brian Jones	San Gabriel, CA	1960 Triumph	TR-3A
David Lans	Glendale, CA	1960 MG	MGA Roadster
Richard Wesselink	Dana Point, CA	1962 Cobra	Competition Roadster
James Cohen	Glendale, CA	1973 Triumph	TR6

CLASS U-2: Morgan

Clifford Prodger	Long Beach, CA	1951 Morgan	Plus 4
Dennis Glavis	Santa Monica, CA	1952 Morgan	Plus 4 Drophead Coupe
Creighton Turner	Pasadena, CA	1954 Morgan	Plus 4
Bob Abrahams	Glendale, CA	1963 Morgan	Plus 4
Larry Dalphy	Mission Viejo, CA	1966 Morgan	Plus 4 Roadster
Alan Schwartz	Irvine, CA	1999 Morgan	Plus 8
David Alremus	Los Angeles, CA	2019 Morgan	Roadster
Michael Hattem	Los Angeles, CA	2023 Morgan	Super 3

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2024 ENTRANTS



CLASS V-1: Volkswagen Through 1973

Alec Aramian	Glendale, CA	1958 Volkswagen	Beetle
Ritch Wright	Huntington Beach, CA	1961 Volkswagen	23 Window Bus
Kenneth Green	Pomona, CA	1962 Volkswagen	Convertible
Bruce Hoel	Los Angeles, CA	1963 Volkswagen	Karmann Ghia Type 34
Bob Sowersby	Irvine, CA	1963 Volkswagen	11c Export Deluxe
Lawrence Arrieta	Chino Hills, CA	1963 Volkswagen	Beetle Rag Top
Dan Findley	West Covina, CA	1965 Volkswagen	Karmann Ghia Type 34
William Holland	Northridge, CA	1967 Volkswagen	Beetle
The Hon. Christine Byrd	Studio City, CA	1967 Volkswagen	Beetle
Fernando Lopez	Long Beach, CA	1970 Volkswagen	Type 3 Fastback
Laura Martinez de Gardia	Sierra Madre, CA	1971 Volkswagen	Super Beetle Convertible

CLASS X-1: Car Corral

Mel Stein	Woodland Hills, CA	1935 Auburn	Boat Tail Speedster
Rudy Pock	Claremont, CA	1962 Fiat	Jolly
Tony Attallah	Alhambra, CA	1989 Chevrolet	Camaro IROC-Z
Drew Grundfor	Arroyo Grande, CA	1992 Mercedes-Benz	560SEC Custom Drag Racer

CLASS Y-1: BMW Through 1973

Kris Trexler	Los Angeles, CA	1957 BMW	Isetta
Ben Miller	Pomona, CA	1965 BMW	1800 TI
Matt Dusig	Pacific Palisades, CA	1973 BMW	3.0 CSI Alpina B2S
Judy Kline & John Chadwick	Bradbury, CA	1973 BMW	3.0 CS
Chris Macha	Huntington Beach, CA	1973 BMW	3.0CS
Garry Summers	South Pasadena, CA	1974 BMW	2002
Nelson Jones, Jr.	Santa Ynez, CA	1991 BMW	Z1

CLASS Z: European Motor Scooters Pre 1965

Blake Montaro	Placentia, CA	1965 Vespa	SS180
Bobby Kenz	Pasadena, CA	1964 Vespa	VBB 125cc
Harmik Nazarian	Redondo Beach, CA	1958 Lambretta	TV175
John van de Wouw	Redondo Beach, CA	1966 Lambretta	SX 200
Gino Ernesti	Simi Valley, CA	1962 Vespa	Gran Sport 160

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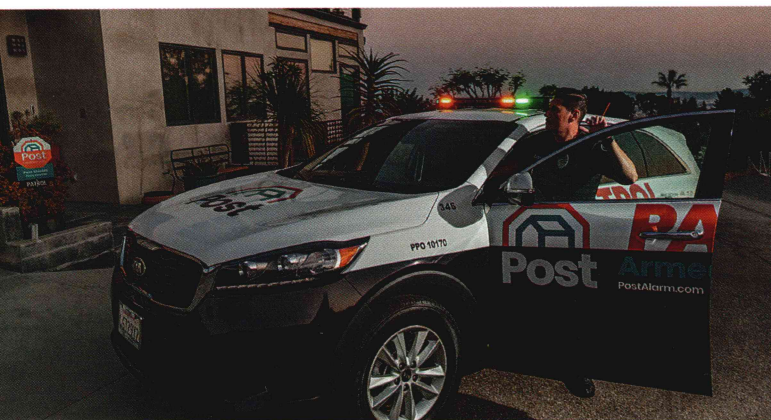
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1914 Packard Model 4-48

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1925 Rolls-Royce Springfield Silver Ghost

Heather & Harry Clark, Paradise Valley, AZ

1931 Nash Model 887

Amy & Gary Marchetti, Vista, CA

1932 Packard Series 903 - Addams Family Car

Clinton Moore, San Jose, CA

1933 Chrysler Le Baron Phaeton

Academy of Art University, San Francisco, CA

1933 Stutz DV-32 Convertible Victoria

Bonnie & Ray Kinney, Dallas, TX

1933 Duesenberg J. Weymann Sports Sedan

Michelle & Steve Snyder, Orange, CA

1935 Jaguar SS1 Airline

Lisa & Jim Hendrix, Chesterfield, MO

1937 Packard Series 1508 Limousine

Patricia & Jose Munoz, Los Angeles, CA

1947 Chrysler New Yorker Convertible Coupe

Gary Carr, Pasadena, CA

1948 Talbot Lago T26 Record Sports Coupe De Ville

Mark Hyman, St. Louis, MO

1955 Pontiac Chieftain Station Wagon

Cary & Will Singleton, Singleton Collection, Costa Mesa, CA

1954 Packard Caribbean

Bruce Spangrud, Las Vegas, NV

1957 Maserati 450S

Paul Martin, Los Angeles, CA

1965 Porsche 356C

Judy Klien & John Chadwick, Bradbury, CA

1965 Alfa Romeo Guilia Spider Veloce

Adil Farooqui, Los Angeles, CA

1965 Nissan Silvia

Barbara & Mike Malamut, Thousand Oaks, CA

1966 Ford Mustang

Ken Woolcott and Spencer Woolcott, Seattle, WA

1966 Dodge Police Cruiser

Lt. Jay D'Angelo, Las Vegas, NV

1967 Cobra 428

Carolee Reiling and Michael Reiling
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1988 Ferrari 288GT

David Lee, San Marino, CA

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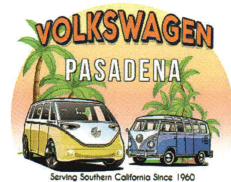


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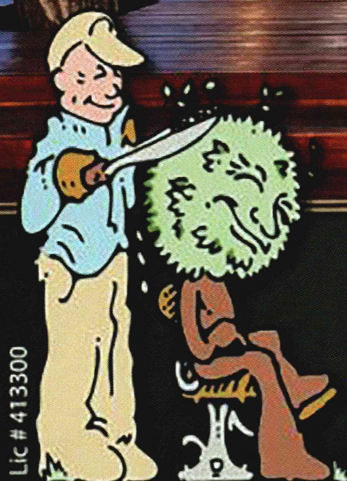
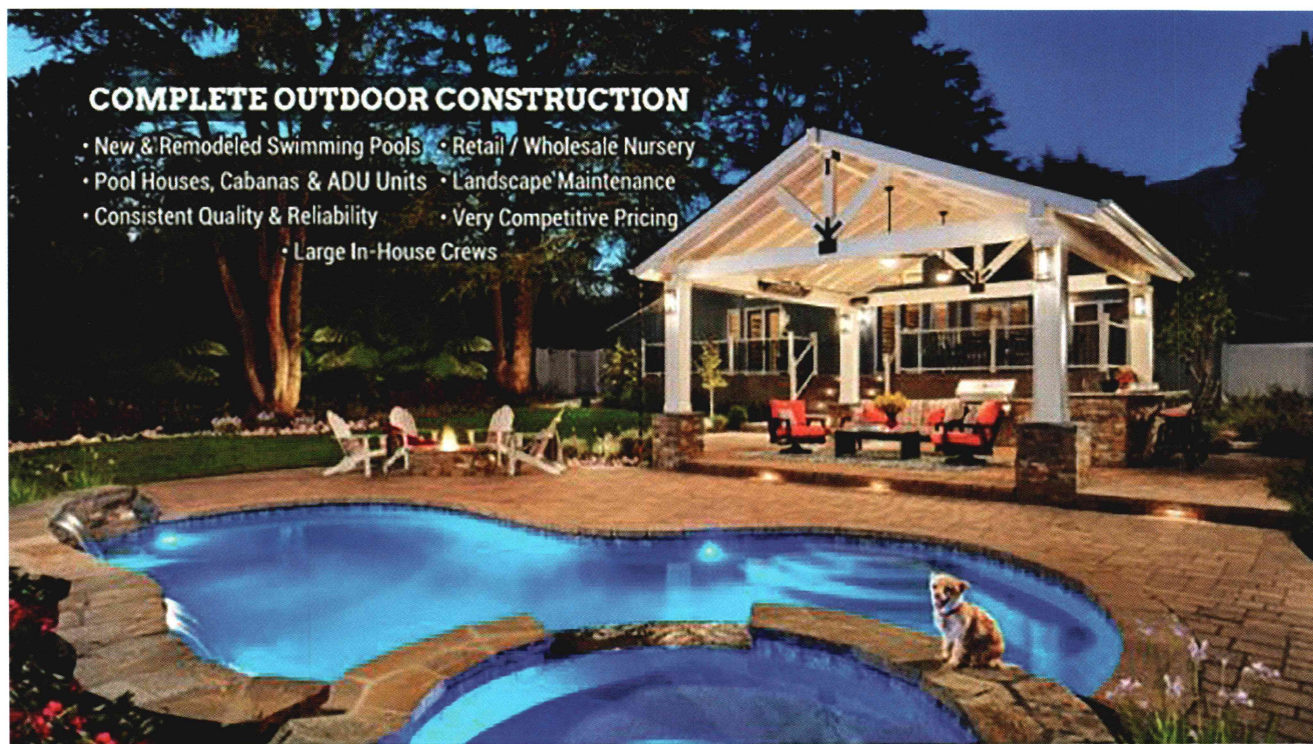
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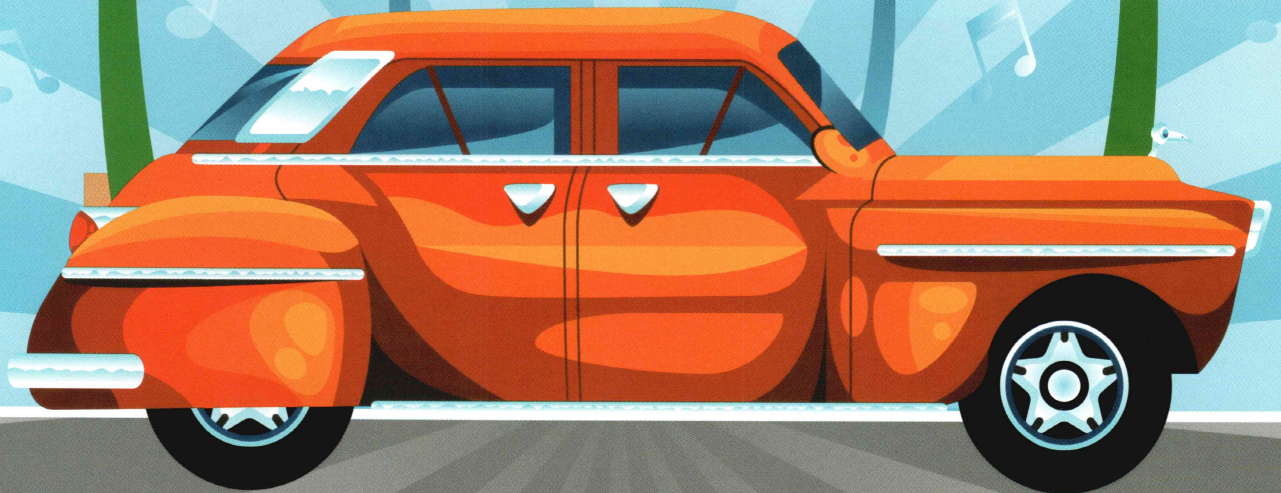
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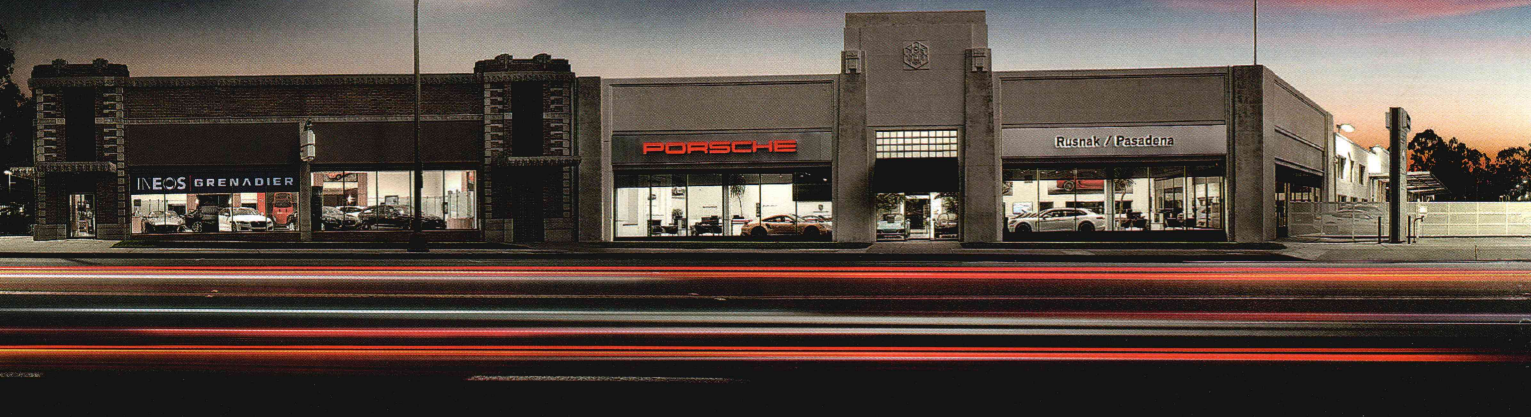
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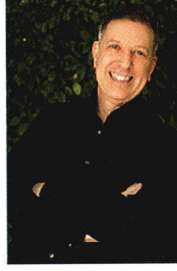
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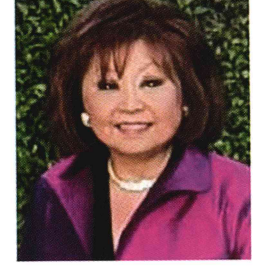
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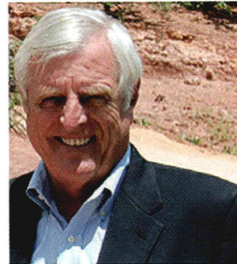
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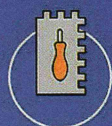
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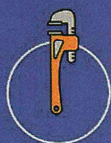
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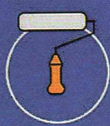
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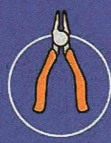
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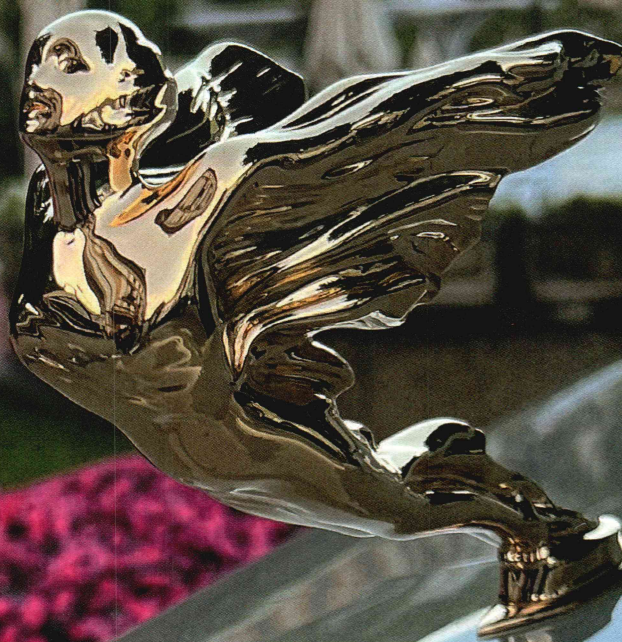


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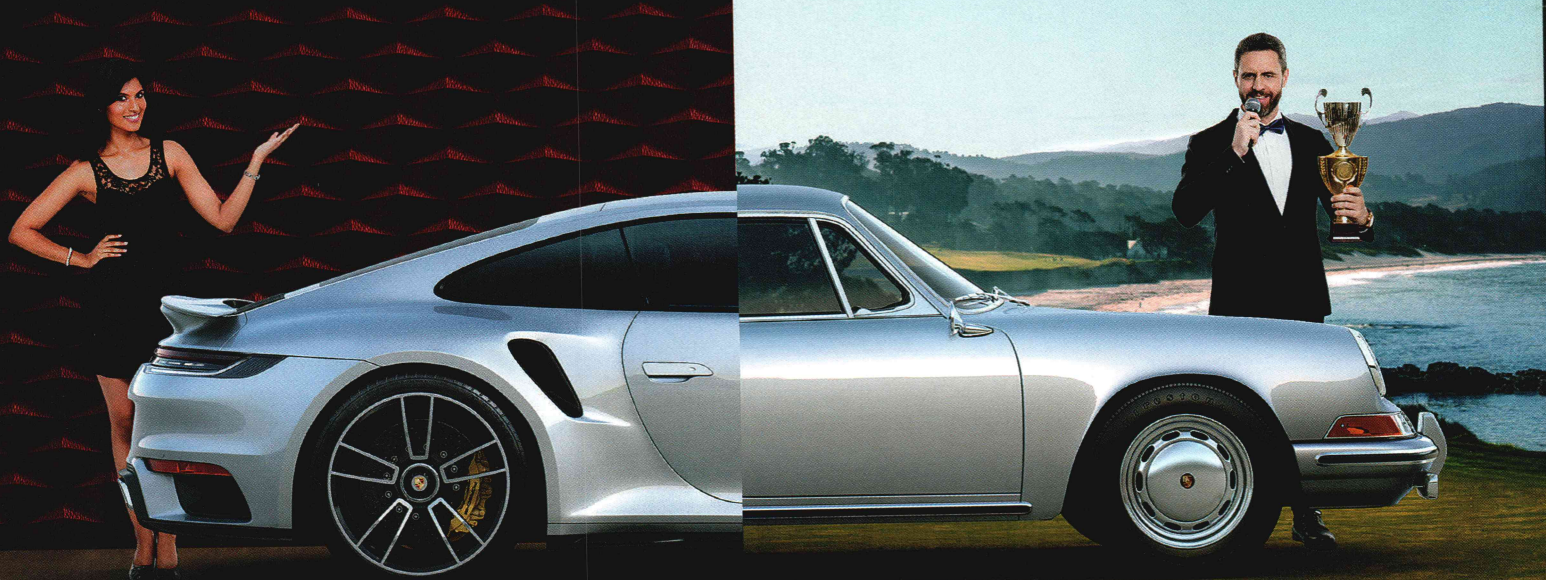


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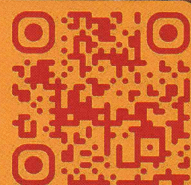
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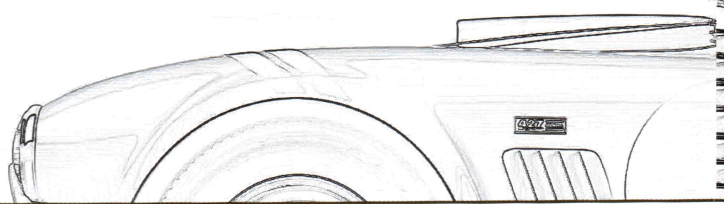
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AUTOMOTIVE FINE ARTS SOCIETY

ART EXPOSITION AND SALE



EXHIBITING AFAS ARTISTS

Dennis Brown

Dennis Brown paints automobiles. Not just any automobiles thought, but those that interest him most: antiques, classics, and racing cars. Dennis works in a variety of mediums, but the majority of his work starts out as an outline in pen and ink, followed by filling in with the transparent watercolor or acrylic. He likes layering deep, vivid colors with bright, hot highlights - the colors glistening so much the car looks freshly painted and still wet from the spray gun.

His Approach to his subjects is as fresh as the look he gives them, displaying intense color and vitality. Dennis is a master at diminishing color values: the front of the car in perspective brighter and more defined than the part that's in the background.

Sometimes his cars are portrayed as a free-standing object of art but more often Dennis creates scenes in which he places the cars to give them additional life. Possibly because of his background and experience in magazine illustrations, the people in his paintings look as though they belong there. He does not paint people just to have more elements in this picture, they are there to add to the immediacy and presence of the picture.

Dennis Brown's award-winning work has been commissioned by major automotive companies worldwide and is represented in private and public collections in the United States, Europe, and Japan.

Dennis is a member of the Automotive Fine Arts Society and won the AFAS award of excellence in 2004. He is also a member of the Los Angeles Society of Illustrators and a contributing artist for Road and Track and other acclaimed publications. Dennis says, "I love the automobile. I can think of no other form of transportation that has as much history or art associated with it. The automobile is always changing and always innovating. Enjoy."

John Frye

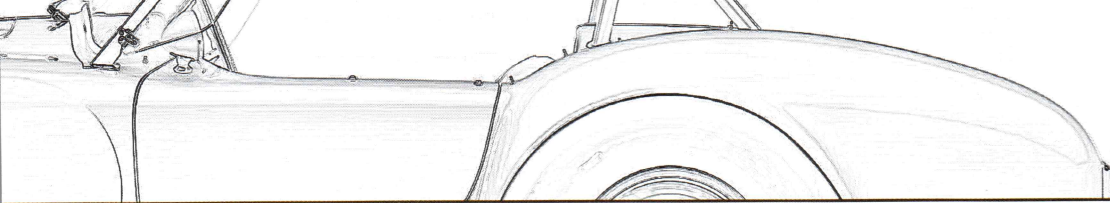
John A. Frye has spent nearly his entire life obsessively drawing vehicles of any kind, honing his creative and artistic skills first at Central Oregon Community College and the Art Center College of design, and working for a variety of clients including Boeing, Hasbro, Activision, and Teague and is currently Principal Designer, Team Lead for Digital Modeling and Visualization at American Honda. He resides in South Pasadena with his wife Su Yan.

Tom Garner

Tom Garners' focus is on car paintings.

These paintings are "drive-by", "drive-thru", "drive-in" snapshot collages of LA. They are expressive of movement, time and recurrent memory; diaphanous and ephemeral space compressed into shiny reflective surfaces. Thomas Garner was raised in SoCal and has had a love affair with our sun-drenched Car Culture since he was a kid.

Thomas Garner studied fine arts at UCSD where Conceptual Art reigned supreme. Then he went to study at the Academy of Fine Arts in Venice where he learned Classical Venetian oil painting directly from the great Masters: Titian, Tintoretto, and Tiepolo. He ended up spending 24 years in Italy and worked in fashion as Graphic Designer and Creative Director for some of the biggest brands. He has applied his Venetian training to both his Classical and Urban paintings. He has exhibited his work widely from Milan to LA. He teaches Classical oil painting at UCLA Extension and the Kline Academy. In his work, Photoshop is the cultural filter, a digital palimpsest that can leave residual traces of what came before, the layering of one image over another. Classical oil painting is all about glazing, scumbling and



varnishing transparent layers so that what is underneath is never completely lost. The surface thus becomes rich, dense, and glassy with a great sense of depth. This Urban work tries to bridge these old and new technologies.

These paintings are on denim as opposed to linen canvas because it is more appropriate to the urban subject matter. They are masked off at the edges and sometimes silhouetted to give the sense of something cutout or expropriated from reality. They are layered, glazed and varnished in the manner of classical painting for Classic Cars!

Richard Lewis

Richard has been doing automotive watercolor paintings for over 30 years. Richard was trained as an architect at the Southern California Institute of Architecture. He got his Bachelors of Architecture in 1989. When he got his degree, he had the opportunity to work for a structural engineer. Thinking it would be a good thing for an architect to know how and what it takes to make a building stand up he had the plan to work there for 4-5 years and then go back to architecture. Because of recessions, having twin boys and really starting to enjoy the challenge of engineering, 25 years have gone by and he will soon be taking over the company. Richard does mostly customs homes around Los Angeles which can be pretty dramatic and tricky to engineer. Being in earthquake country with many hillside sites makes for lots of interesting challenges.

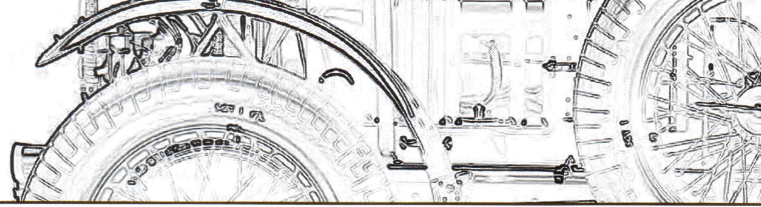
When he started the engineering firm he found he wanted to learn another skill. He chose to learn how to do watercolor paintings. The plan was to be able to do renderings for other architects when his work was slow. But, he picked cars because he always liked them. and thought they might be a better challenge. Computer drafting pretty much ended the market for doing renderings. So, Richard stuck to doing paintings of cars just to relax after dealing with architect, contractors and the building departments.

Richard and his wife have fraternal twin boys which led to his "Fraternal Series" where one car is reflected on the other but the two cars have to be related. For Richard, reflections are the most challenging and exciting thing to do. Richard now spends as much as 1,000 hours spreads over 18 months on a single painting. Not the best business model but that is not why he paints. He does do the occasional non automotive painting to stretch his abilities. But he always hunts for some reflections in the subjects. Whether it is the eyes in a pony or the water on a lake.

Richard has shown at numerous museums and art centers around the country. Currently he has four pieces on tour with "LUSTER: Realism and Hyperrealism in Contemporary Automobile and Motorcycle Painting". Which is currently at The Art Museum of South Texas in Corpus Christi, Texas. His work has also been in a few magazines.

His piece "Eye to Eye" was in the 2021 National Watercolor Society Members Exhibition. Richard ran the art displays at the Dana Point Concours D'elegance and the Greystone Concours d'Elegance.

AUTOMOTIVE FINE ARTS SOCIETY ART EXPOSITION AND SALE



EXHIBITING AFAS ARTISTS

Dave Marek

Dave Marek is Executive Creative Director for Acura. He began his career at Honda R&D Americas, Inc. in 1987 and has contributed to the designs of North American developed products for over 25 years. He served as Design Project Leader and oversaw a number of milestone products such as the 1994 Honda Accord Wagon, 1997 Acura CL, 2003 Honda Element and 2006 Honda Ridgeline before Starting Honda's first U.S. Advanced Studio in Southern California. As Acura Executive Creative Director he is responsible for all designs of the Acura brand globally.

Marek earned a Bachelor of Science in Industrial Design, graduating with honors from the Art Center College of Design in Pasadena, California and continues to be involved today. He has been an instructor at the college since 1989, has been instrumental in bringing numerous sponsored projects to the Transportation Department, serves on the Art Center Full Circle Board and has served on the Art Center Alumni Council. He is also on the Advisory Board for Operation Wheels of Freedom Foundation and as a member of the Lions Automobilia Foundation Board.

Marek is also a supporter of various museums including the Petersen Automobile Museum, The Gettysburg Foundation, The California Railroad Museum, The NHRA Museum, and The Pearl Harbor Memorial.

In his spare time, Marek creates fine art and graphics for numerous clients, with his art and graphics being used on various championship cars, including the Honda & ACURA team graphics and various NHRA teams most notably Don Schumacher Racing. Marek's work has been published in various enthusiast magazines including Road & Track, Racer, Street Rodder and Car Graphic as well as online at www.davemarekdesign.com. Additionally, Marek is also cohost of the acclaimed podcast "Man Seeks Adventure."

Ron Matthes

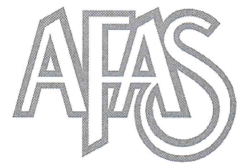
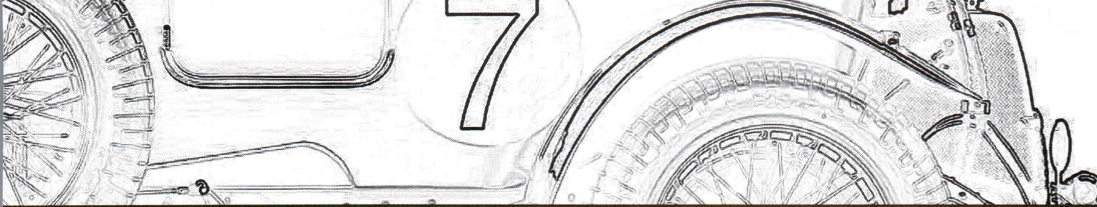
Afflicted with a life-long addiction to all things automotive, Rob is a graduate of Art Center College of Design with a Degree in Transportation Design. He has over 30 years of experience in the design of products of all kinds, and is currently on his second stint at Mattel designing Hot Wheels. Rob makes art using traditional and digital mediums with a focus on iconic race cars and dynamic compositions. His artwork graces the collections of several collectors and enthusiasts. Check out his latest exploits on his website: www.Speed-ShiftArt.com and Instagram: @SpeedShift_Art.

Rob Nickell

Growing up here in the US, in the late 70's and 80's, there was very little television coverage of racing. Outside the limited coverage on the Wide World of Sports, I had to wait a week (or month) to receive my subscriptions of Auto Week, Car and Driver, and Road and Track to get the results. I read everything I could lay my hands on pertaining to drivers, teams, cars, Formula One, car culture, etc...still do. I studied the photography, imagining that day: the intensity of competition, the sounds, the smell of race fuel and brakes, and of course, the emotional highs and lows of both winning and losing. These elements of racing were massively impactful.

My passion led me to Art Center College of Design in Pasadena, California where I earned a degree in Automotive Design. This was the first time I met people just like me: conversations about tires, how to re-jet Weber carbs, and was Senna a hero or a punk. 36 years later, these guys are still my best friends. Though I now design hotels and resorts, cars continue to be my advocacy.

My artwork reflects my childhood gateway into racing. Liveries are iconic. You can't say "Gulf" or "Martini" without "Porsche". I love how branded graphics compliment—and in many ways—help define the forms of a car to create a symbolic statement about a team/country/driver. I remain fascinated with racing legends. I continuously read and watch stories about drivers, their cars, and the teams that support(ed) them, abstracting these



narratives into graphic paintings. You don't need to know the full history of the car/driver to like my art, but if you do, you likely share a rapid appreciation for the pedigree my art celebrates.

Geoff Ombao

Geoff is an award-winning creative who has worked with The Walt Disney Company, Time-Warner, Pioneer Electronics, and others to launch groundbreaking products, including: the world's first interactive television system, the first high-speed cable internet service, early digital video recording systems, and more. Geoff has garnered numerous US patents for his work. An alumnus of School of Visual Arts (graduate, and undergraduate), Geoff has taught computer graphics through SVA's continuing education program. More recently, Geoff earned a bachelor's degree in Transportation Design from Art Center College of Design, where he now teaches Human Factors & Design Psychology. Currently, Geoff creates automotive fine art (using digital methods) for print, and digital media (NFT's). He has been featured in publications such as Speedster Magazine, Driven World, Panorama Magazine, Petrolicious, Worth Magazine, and others.

Richard Pietruska

Richard Pietruska is a highly respected professor at the Art Center College of Design in Pasadena. He has taught many of the top automotive designers in the US, Europe and Asia including Frank Stephenson from McLaren, Shiro Nakamura at Nissan, Chris Bangle from BMW, Ken Okuyama from Pinin Farina, J Mays and Freeman Thomas from Ford, to name a few. He has taught for over 40 years and still enjoys teaching and sharing his knowledge of automotive design and techniques for sketching and rendering.



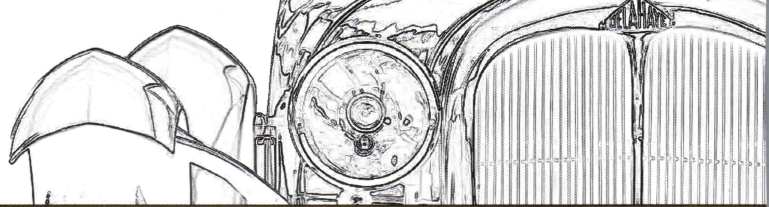
He is also a member of the Automotive Fine Arts Society and works mainly in 3D or sculpture using a variety of materials and processes. He has shown his sculptures at the Pebble Beach Concours D'Elegance since 1996 and at the Amelia Island Concours. His sculptures have been featured in many automotive magazines around the world including *Octane*, *Road & Track*, *Automobile*, the *Robb Report*, *AUTOAccionado*, etc. and they have been exhibited in various automotive museums and shows around the world. In addition, to the numerous awards for his work, he has won the prestigious Peter Helck Award three times in a row.

His medium of choice is usually fiberglass or bronze. The sculptures are never static, and they capture the essence of speed and movement of many exotic automobiles of the past as well as the present. The forms are exaggerated and curved to dramatize the unique character and quality of each automobile as it flows through space.

Richard is also one of the few automotive sculptors to have been chosen to do the artwork for the Meadow Brook Concours d'Elegance poster. In addition, he has designed awards and trophies for *Automobile Magazine*, Cranbrook Concours d'Elegance, the Petersen Museum, Lincoln, Lexus and the Newport Beach Concours d'Elegance. More of his dynamic sculptures can be found on his website: rpsmart.com.

Camilo Prado

Born in New York City, Camilo moved to Detroit at the age of 10 and had by that age developed a fascination with '60s and '70s era sports cars and modern art. After graduating from Detroit's prestigious design school Center for Creative Studies in 1985, Camilo was hired by Ford Design Center in Dearborn Michigan. His assignments included working in the Dearborn Advanced Studios, Ford of Europe-Torino, Italy Studio, and the Design Studios in Cologne Germany. After 15 years at Ford Motor Company, he took on what was for him the ultimate assignment ... a state of the art re-design of the classic Ford GT race car. This project developed the 2002 Ford GT concept car.



EXHIBITING AFAS ARTISTS

As chief Designer of the Ford GT and the SVT Studio, Camilo's team worked on the 2005 and 2006 production Ford GT. The GT became an instant success capturing the interest of car enthusiasts around the world.

At the end of the work day at Ford, Camilo continued to explore an additional avenues of art & design. With the integration of Design principles and the abstractions of Fine Art, Camilo explores alternative design solutions.

This work is created in his studios, located in the cities of Detroit and Los Angeles. His studios has been the scene of more than a few of Detroit's openings and receptions. For the last 15 years, his studio has hosted the Detroit Auto's Designers' Night. An internationally recognized event which is attended by top automotive personnel and designers from all over the world. The North American International Auto Show has included Designer's Night as a recognized NAIAS event appearing in all NAIAS publications.

By evening, Camilo is a serious, multi-faceted artist with incomparable creative energy. This creativity is evident in his large, brightly colored oil paintings on canvas. This includes a large production of Automotive Fine Art. The same quality of creativity reaches a line of fashion design, that he describes as advanced fashion concepts. These fashion pieces have been created for auto shows and runway exhibits. Camilo's industrial design reaches into sculptural furniture design, that has made the rounds from main art galleries in Metro Detroit, Italy, Japan, and the Contemporary Furniture Fare in New York.

As a dedicated artist who sets no limits on his creative endeavors, Camilo has found that his outside artistic expressions further strengthen and complements his passion for automotive design.

Jamie Schena

Jamie Schena is an Australian Industrial Designer and Artist. Each of his sculptures are bespoke hand-crafted pieces made from metal. He uses discarded steel and recycled automotive parts to create sculptures, giving the scrapped material new life through industrial art. As a car designer, his art reflects automotive forms and subject matter. Generally he builds to order creating one-of-a-kind custom sculptures that can never be replicated. He started at an incredibly young age and has over 25 years experience working with and sculpting metal. "The passion that I have for my craft and for creating art by hand truly echoes in my work and every sculpture that I create."

Mark Stehrenberger

Mark Stehrenberger is an artist, familiar to most *Road & Track* and *Motor Trend* readers for his many projected visions of what the world's automakers are building next. Mark has also been involved with real life car design and in the past has been a consultant to various automakers such as VW, Peugeot, Renault, Ford, KIA, Subaru, Rolls Royce, Jeep, and Toyota. He resides alternately in Montreux, Switzerland, and Ventura, CA but comes over to Ventura, CA every so often to recharge his batteries



**The San Marino Firefighter's Association
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THE JACK BRAAM RUBEN COLLECTION
from left to right:

**1933 BUGATTI
TYPE 43A ROADSTER**
Chassis 43309

**1938 BUGATTI
TYPE 57 VENTOUX**
Chassis 57724

**1934 BUGATTI
TYPE 57 ATALANTE**
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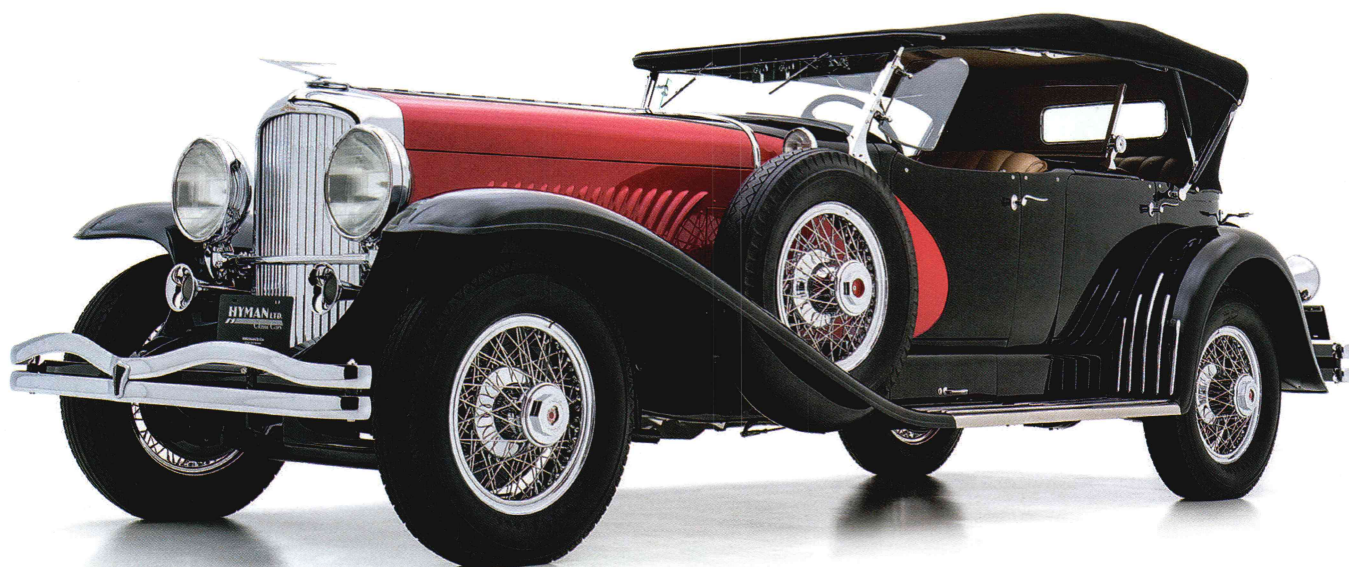
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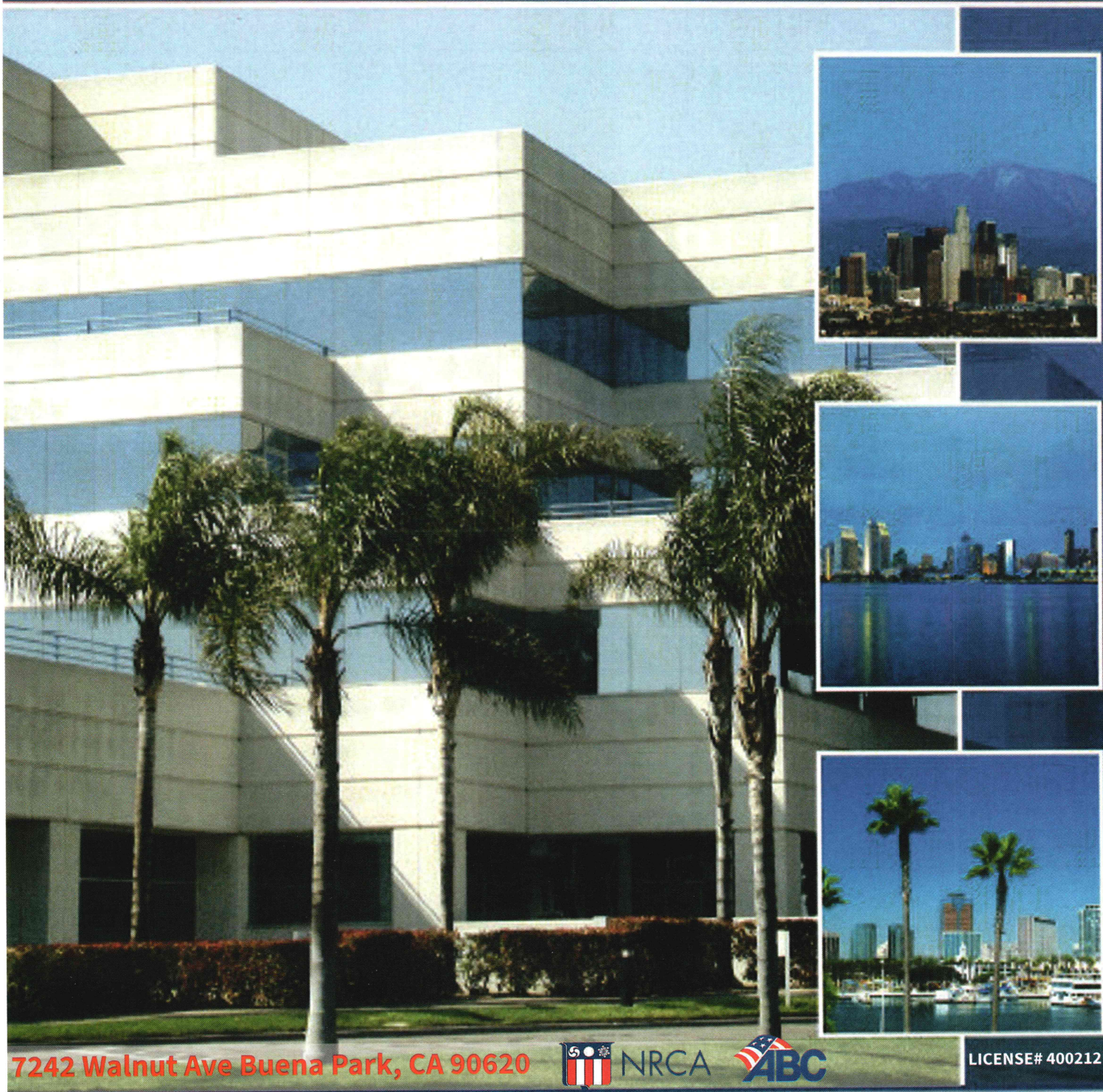
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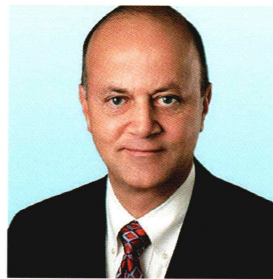
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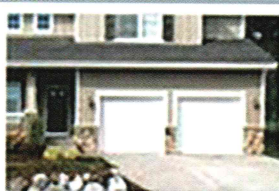
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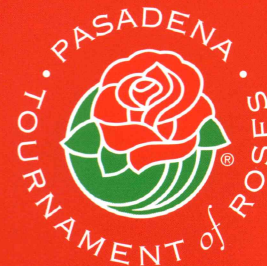
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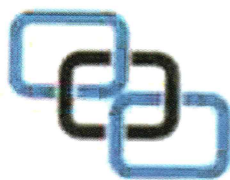
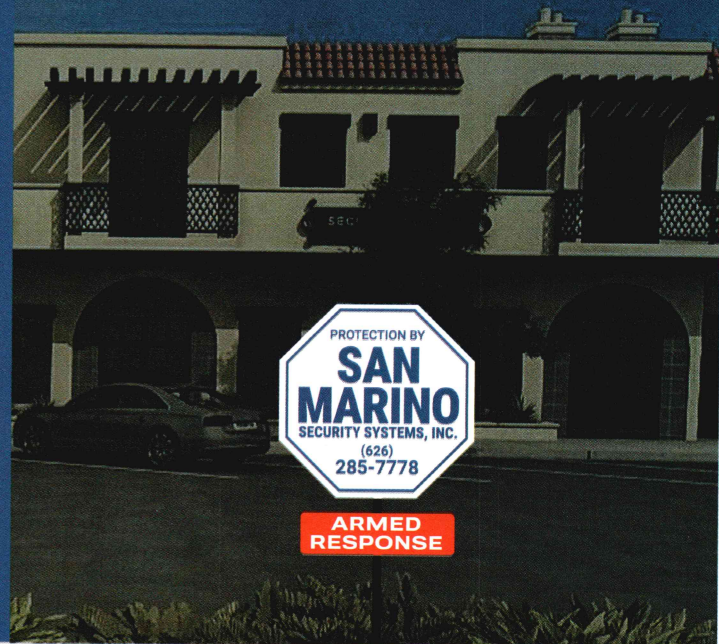
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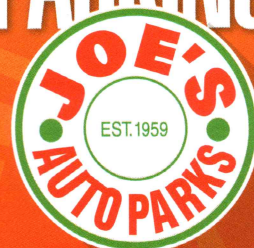
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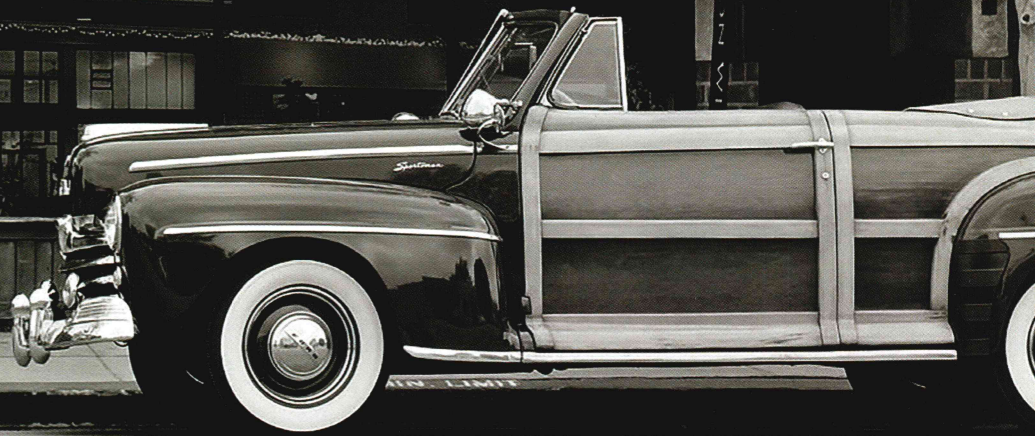
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